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HISTORY

of the

2D BOMBARDMENT WING M

Hunter Air Force Base  
Savannah, Georgia

1 June through 30 June

1952

Declassified

according to

LQD Dir 5200.10

*JOH*

*27 Feb 69*

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COLONEL JOHN M REYNOLDS

COMMANDING OFFICER

of the

2D BOMBARDMENT WING M

Frontispiece

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FOREWORD

June was a month that saw a number of changes take place in the 2d Bomb Wing. Perhaps the most important of these changes came as a result of SAC General Order 32. This order called for the reorganization and redesignation of several of the wing units and cited a new Table of Organization and Equipment. The new TO&E became effective 16 June 1952. The discontinuance of the Wing Air Inspector's section resulted in the transfer of a number of the functions formerly taken care of by that section to the different directorates and other staff sections of the wing.

In addition to the changes that took place in June, there was also considerable preparation for other important developments. Perhaps the most important of these anticipated activities was contained in the announcement that the wing would be placed on approximately ninety (90) days temporary duty (TDY) to the United Kingdom beginning on or about 1 September 1952.<sup>1</sup> This announcement set all the squadrons and staff sections to work planning and preparing for the move. As the announcement came late in June, only preliminary preparations had been made at the end of the month.

This month also saw the culmination of many weeks of

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1. 2AF TWX 2AF00 F-7587, dtd 20 May 52

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work in the opening of the Hunter Holiday Cosmic Carnival. On the success of this carnival depends the chances of better living quarters for the airmen of Hunter Air Force Base.

The personnel picture is beginning to look darker in the 2d Bomb Wing with the impending release of a large number of reserve personnel and the discharge of a number of regulars. The majority of these personnel will be released in the next two months. Personnel shortages will be felt in a number of sections of the wing until qualified replacements can be found.

The wing developed no new problems or had any of pressing importance in the maintenance and supply fields except the increased AOCF rate. The AOCF rate for B-50 aircraft increased from 8.3% in May to 13.87% in June. The rate for KB-29 aircraft increased to 10.8%. The most important event in the supply field of the wing was the announcement by higher headquarters that the 2d Bomb Wing will be used to service test a new system of aerial re-supply of combat wings on its forth coming TDY movement. This project is known as "Project Redhead".

Operations and flying training were hampered again by

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the temporary loss of aircraft to project "Reliable". As a result of this modification program there was an average of only 20 possessed aircraft during the month. This number was further decreased due to the time required to prepare the aircraft for movement to SMAMA. The Air Refueling Squadron which was not hampered by loss of aircraft completed more than one-third of the minimum quarterly flying requirements.

Since flying training was limited, the ground training program received added impetus. Both combat crews and ground personnel received training from the Ground Training, ABC, Intelligence, and other staff sections.

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ORGANIZATION AND ADMINISTRATION

During June the final reorganization and redesignation of 2d Bomb Wing units was accomplished as a part of the overall reorganization of the units of the 38th Air Division. The purpose of this reorganization was to streamline the organizational structure of the Air Division and to put into effect the new Table of Organization and Equipment (TO&E) received in June. Authority for the changes was contained in Second Air Force TWX 2AFPLG 4626 dated 15 June 1952 and Strategic Air Command General Order 32, Section V, dated 16 June 1952.<sup>1</sup>

Reorganization affected two 2d Bomb Wing Squadrons more than it did the others. These were the 4210th Organizational Maintenance Squadron and the 4210th Armament and Electronics Maintenance Squadron which were discontinued. The new units which were activated in their places are the 2d Periodic Maintenance Squadron and the 2d Armament and Electronics Maintenance Squadron respectively. These newly activated units are operating under a TO&E whereas the original squadrons were operating under a SAC Personnel Authorization Table.

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1. Appendix I, (Ltr Hq 38 A Div, dtd 16 Jun 52)

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Other 2d Bomb Wing units affected were the Headquarters and Headquarters Squadron which was redesignated as simply Headquarters Squadron, the 2d Bomb Group which was deactivated, and the 2d Maintenance Squadron which was redesignated as the 2d Field Maintenance Squadron.

The second major factor affecting changes in the organizational set-up of the wing during this month was the discontinuance of the Wing Inspection Section effective 30 June 1952. The discontinuance was authorized by SAC TWX DFMLC 82228, dated 19 June 1952, under directions from Headquarters USAF. This TWX cancelled all personnel authorizations for the Wing Inspector's section.<sup>2</sup> Under the provisions of this TWX Wing Memorandum 11-4, dated 1 May 1952, was rescinded and was superseded by a new Wing Memorandum 11-4, dated 24 June 1952. Wing Memorandums 11-5 and 11-6 were published to further define the system set up by the Wing to accomplish those functions which were formerly the responsibility of the Wing Inspector.

The purpose of Wing Memorandum 11-4 was to add to the responsibility for accomplishment by the various wing staff sections, certain inspection visits which were originally performed by the Wing Inspector. It provides that each

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2. See "Personnel" this History

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of the responsible directors (Operations, Materiel, and Personnel) will visit each unit assigned the 2d Bomb Wing each calendar quarter. The purpose of these visits will be two-fold: (1) to permit the staff officers concerned to acquaint themselves with the problems of the units visited, and (2) to determine by personal observation the compliance with directives and policies which are the primary concern of the directorate making the staff visit.<sup>3</sup>

Wing Memorandum 11-5 covers inspections which result from Command and Special Subjects. It is the policy of the wing to conduct an initial and three (3) follow-up inspections on each applicable command and special subject. The responsibility for assignment of these subjects lies with the Wing Adjutant. The responsibility for performing the inspection and rendering the necessary reports lies with the Directorates and Special Staff Sections.<sup>4</sup>

Wing Memorandum 11-6 designates who shall hear complaints formerly heard by the Wing Inspector. All unit commanders are directed to maintain an "open door" to members of their units. They may or may not require a complainant to clear through the first sergeant. Individual problems that cannot be resolved at the unit level will be

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3. 2d Bomb Wg Memo 11-4, dated 24 Jun 52

4. 2d Bomb Wg Memorandum 11-5, dtd 24 Jun 52

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heard by the Deputy Wing Commander. Individuals desiring an interview with the Deputy Commander will clear through the Wing Adjutant but need not clear through their unit commanders. In addition to the above, the Deputy Commander will hold a Personal Conference Period at least once per month as required by Section VII, AFR 123-1.<sup>5</sup>

The method of distribution of higher headquarters publications which was an administrative problem through May continued to be so through June, though to a much smaller degree. The difficulties encountered have been the result of a lack of knowledge of exactly how the system works on the part of the various units. This has been remedied to a large extent by explanations which have been distributed to the squadrons. The wing has directed all units to make at least two trips per week to the base publications section for the purpose of picking up distribution. The system is now working more smoothly than before but current plans are to initiate a new system altogether at the end of this quarter.

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5. Wing Memo 11-6, dtd 24 Jun 52

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PERSONNEL

The month of June was a month of many changes in the personnel field of the 2d Bomb Wing. Perhaps the most important of these were the new Table of Organization and Equipment which went into effect, the pending release of a large number of reserve airmen, and the large number of personnel turnovers due to other causes.

The new TO&E, which came as a part of the overall re-organization of 38th Air Division units, was directed by SAC General Order 32 and became effective 16 June 1952. The authorizations provided for the various units of the 2d Bomb Wing are as follows:<sup>1</sup>

<u>Unit</u>	<u>Authorized Strength</u>	
	<u>Offs</u>	<u>Ann</u>
Headquarters Squadron	50	108
2nd Aviation Squadron	22	26
2nd Air Refueling Squadron	90	209
20th, 49th, and 96th Bomb Squadrons	72 (each)	193
2nd Field Maintenance Squadron	8	362
2nd Periodic Maintenance Squadron	5	145
2nd A & E Maintenance Squadron	14	291
TOTALS:	405	1720

There were very few changes in the overall number of personnel authorized by the new TO&E but there were a number

1. Appendix I, (Ltr Hq 38 A Div, dtd 16 Jun 52)

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of changes in specific authorized AFSC's.

Under the authorization of the new TO&E a careful survey was made to determine the personnel overages and shortages of the wing as a whole. On the basis of this survey another survey was initiated to determine whether or not the involuntary recalled reserves were to be deemed surplus, for purposes of early release, to the needs of the wing and the air division under the provisions of Letter, Headquarters 38th Air Division, file SLAU, dated 10 June 1952, subject: Early Release of Airmen.

Under the provisions of the above letter, all reservists eligible for separation were interviewed to determine their desire for early release. All applications for early release were forwarded to 38th Air Division prior to 20 June 1952. In the forwarding indorsements made by Squadron Commanders a statement was made stating whether or not the airman was surplus to the needs of the squadron. If the airman was not declared surplus it was so stated with a statement indicating that no qualified replacement is available from the squadron or wing. All airmen declared surplus by squadron and wing commanders were released provided a requirement did not exist for their skills within the Air Division as a whole. All airmen possessing helper level AFSC's were authorized for

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release without reference to command requirements.

Following the above policy the wing declared more than 125 airmen eligible for early release and 100 of these made applications. Of the 100 applications, 65 were approved, 24 were disapproved, and 11 are still pending action by Division.<sup>2</sup> None of the reservists were released in June but current plans indicate that all those approved will be released in July.

There were a number of personnel turnovers resulting from other causes. In June the Wing Adjutant, Major Robert M. Kenney, was selected for permanent change of station (PCS) assignment to the Third Air Force for duty in the United Kingdom. Major Kenney was replaced, temporarily at least, by Captain Albert B. Green who had previously been the adjutant of the 20th Bomb Squadron. Other changes in key staff personnel made Lt Colonel Robert N. Cordray, formerly the Wing Air Inspector, Maintenance Control Officer, and Lt Colonel Joseph N. Donovan became Deputy Director of Materiel. Lt Colonel McFate E. Beveridge, formerly Deputy Director of Materiel, was placed on approximately five and one-half months temporary duty to attend Air Command and Staff School at Maxwell Air Force Base, Alabama.

A project has been initiated, but not yet completed,

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2. Report, Dir of Pers, 2d Bd, June 52

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which will result in the exchange of personnel between the 2d Bomb Wing and other units of the 38th Air Division. Officers and airmen of the 2d Wing who have short periods of service retainability will be replaced by personnel whose period of service retainability will adequately span any anticipated TDY period overseas upon which the 2d Bombardment Wing may be deployed. It is anticipated that this man-for-man exchange will be completed during July.<sup>3</sup>

Another cause of turnover in personnel was the discontinuance of the Wing Inspector's section. Personnel formerly assigned to this section were distributed throughout the Wing where they were most needed.

A highlight of this month was the promotion of approximately 50 officers of the 2d Bomb Wing to the next highest grade. Included in these promotions were 23 captains promoted to major, three majors to Lt colonel and one Lt colonel to the grade of colonel. The new colonel is Colonel John W. Carroll who is the commanding officer of the 96th Bomb Squadron. These promotions were authorized by Strategic Air Command Special Orders number 138, dated 18 June 1952.

The following is a listing of the assigned strength of the squadrons of the 2d Bomb Wing:

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3. Report, Dir of Pers, 2d BW, June 52

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	<u>31 May 52</u>		<u>30 June 52</u>	
	<u>Off</u>	<u>Ann</u>	<u>Off</u>	<u>Ann</u>
Headquarters Squadron	67	161	71	167
20th Bomb Squadron	95	249	99	247
49th Bomb Squadron	100	253	94	240
96th Bomb Squadron	97	243	94	232
2d Air Refueling Squadron	124	248	102	216
2d Aviation Squadron	18	33	18	32
2d A & E Maintenance Squadron	14	498	17	501
2d Periodic Maint Squadron	7	197	6	197
2d Field Maint Squadron	10	505	11	524

	<u>31 May 52</u>	<u>30 June 52</u>
2d Bomb Wing totals: (including 3d Strat Supt Sq for May)	3,141	2,868

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OPERATIONS AND TRAINING

The flying training program for the 2d Bomb Wing was seriously curtailed during the month of June due to the loss of aircraft to project "Reliable". There was an average of 25 B-50's lost to this project throughout the month leaving 20 B-50's possessed on the station. Due to the time required to prepare each aircraft for this project and the inspection time required on aircraft returning from the project, there was an average of 16 aircraft available for normal operation for this month.

In view of the small number of aircraft available, it appeared feasible to double fly aircraft and to fly them on flights as soon as they were made ready by maintenance, regardless of the manner in which they had been scheduled for each week's activity. As a result of this program the B-50's flew a total of 1151 hours and the KB-29's flew a total of 614 hours during the month.<sup>1</sup> This program added considerably to the workload of the maintenance personnel in the wing.

It was realized at the beginning of the month that there would not be sufficient flying time available to obtain the desirable quantity of training for bomber crews. Crew training was further limited because primary consideration

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1. Report, Dir of Opns, 2d BW, June 52

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the course of the month, 12 bombardment crews, six air refueling crews, and four strategic support crews attended one week of ground school. This completed the second quarterly cycle of ground school for 1952. Trainer utilization for the month included Link 390 hours, Loran 90 hours, Ultrasonic 188 hours and bomb trainer 173 hours. The B-50 Mobile Training Detachment (MTD) attained a total of 6350 man hours for the month. Ninety-nine aircrew personnel received high altitude chamber training at Barksdale Air Force Base, Louisiana.<sup>2</sup>

June was a rather routine month for the Wing Standardization Board. A total of seven crews was checked out by the Wing and Squadron Standardization Boards and all seven completed qualifying flights. In June the board administered the semi-annual proficiency and emergency procedure examinations for the period ending 30 June 1952 to all flight crews in the 2d Bombardment Wing. During this month new wall charts for recording standardization accomplishments of flight crews were designed and installed. Also, methods for improving the efficiency of standardization accomplishments have been designed and are in the process of being published.

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2. Report, Dir of Opns, 2d BW, June 52

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had to be given to accomplishing the annual minimum training requirements as specified by Air Force Regulation 60-2 for all rated personnel. The latter was completed, and it is believed maximum crew training was accomplished based on the flying time available. The general pattern of scheduling for combat crew training for this month was to establish a capability in all of the scorable training items for all crews and then accomplish as much additional training minimums as possible. This established a means for comparing one crew to another.

Unlike the bomb squadrons the Air Refueling Squadron was not restricted by loss of aircraft and accomplished more than the proportionate one-third of a quarters training minimums for the crews assigned. The greatest problem in this squadron has been instability of crew personnel caused by separations from the service and transfers of personnel out of the squadron. Even though a good training program has been in operation it has been difficult to maintain the desired proficiency of certain crew personnel.

Since the flying training program was curtailed during June due to the shortage of available aircraft, the ground training program received special emphasis with a good deal of the training taking place at squadron level. During

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During this reporting period the wing Prediction Team completed all the predictions and simulation plates of the foreign targets which were required by Strategic Air Command (SAC) Operations Order 50-52, dated 15 May 1952. As soon as these were completed, work was begun on a project directed by Headquarters Second Air Force and SAC Operations Order 54-51, dated 10 November 1951 and SAC Regulation 96-3, dated 29 April 1952.

The tremendous amount of scope photography directed by SAC Regulation 50-9, dated 29 April 1952, and SAC Regulation 95-10, dated 11 April 1952, was not completed within the prescribed time as was reported in the History of the 2d Bomb Wing for May 1952. This project has not yet been completed and the Prediction Team is still awaiting an answer to its letter requesting that a longer period of time be allotted for this project or some other workable solution be reached.

The workload for the Wing Staff Observer's section of the Directorate of Operations was normal for the month but there were several special projects which occupied a considerable amount of time. A project for radar bomb scoring by use of scope photography was completed. Upon completion of this project, representatives from this section

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briefed Second Air Force on this technique. The Air Development Center, Wright-Patterson Air Force Base is dispatching a representative to this headquarters for indoctrination in this procedure and for further evaluation of the project. Another project was initiated to conduct ground training in Shoran type bombing which will soon be utilized by the 2d Bomb Wing. In conjunction with this a request was sent to the Wing Directorate of Material for procurement of a calculator to be utilized in this program for making preflight computations.

The Staff Observers section submitted a request to the Equipment Review Board for two Recordak Readers to be authorized for the use of the Photo Interpreter's section and the Target Prediction Team. This request was approved and has been forwarded to Headquarters USAF per message 2AFMSK 2331, dated 28 June 1952.

The Photo Interpreter's section which has been under the supervision of the Wing Staff Observer for some time was returned to the supervision of the Wing Intelligence section.

Under the supervision of the Wing Gunnery Section, orders were cut this month transferring eight gunners to the Evaluation Unit and to Gunnery School. These men are to be

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instructors and will replace men who have not served an apprenticeship on a B-50 or B-29 crew.

A meeting was held with the 2d Armament and Electronics Maintenance Squadron and the Director of Materiel regarding the setting up of a bench stock for armament supplies. This was originally scheduled to have been set up in March but was delayed until June. As a result of the meeting the bench stock supply system for armament requirements will be ready for operation in the immediate future.

During June, particular emphasis was placed on gunnery evaluation so as to finish evaluation of as many crews as possible. As a result of this month's program, 14 crews completed evaluation and 15 crews lack only one or two items before they complete their evaluation.<sup>3</sup>

A special problem that has bothered the Wing Gunnery section all month was the lack of scorable attacks shown on gun camera film. This problem arose as a result of the new method of scoring. In an effort to clear up the difficulties, the Wing Commander called a meeting to discuss the problem. It was agreed that if all crews follow more closely recommendations in the Second Air Force Gun Camera Test Report they would get better film and would better satisfy

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3. Report, Dir of OPS, 2d BW, June 52

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requirements.<sup>4</sup>

Under the guidance of the Wing Special Weapons section, special weapons training for the 2d Armament and Electronics Maintenance Squadron special weapons teams, as authorized by SAC Manual 20-1, was intensified during June. Three officers and five airmen are presently attending the indoctrination course.

Three crews were dispatched to Campbell Air Force Base for an inflight insertion (IFI) check in conjunction with training by Air Force Special Weapons Project (AFSWP) and Campbell Air Force Base personnel. Of these three crews only one had a discrepancy and that was of a minor nature.

The Atomic, Biological, and Chemical (ABC) section of the 2d Bomb Wing conducted a twelve hour indoctrination course for 13 crews during June. Also a twelve hour indoctrination course for all ground personnel was completed and distributed to all squadrons. This course contains a complete outline and description of the twelve different lessons to be taught. It fully covers all phases of atomic, Biological, and Chemical warfare.<sup>5</sup> In addition to this course of instruction the section is in the process of preparing ABC examinations for all personnel of the 2d Bomb

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4. Report, Dir of Opns, 2d BW, June 52

5. Appendix II, (ABC Basic Indoctrination Course)

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Wing.

Notification was received from Second Air Force early in the month that the 2d Bomb Wing has been given priority on receiving an allotment of Radiation Detection Instruments. This wing will receive twenty detection instruments and two radioactive Cobalt-60 sources.

A good deal of the time of the Wing Plans section was spent in preparing Operations Order 50A-52 as a supplement to Operations Order 50-52. This order was prepared primarily as a study guide for participating crews and covers the Emergency War Plan (EWP) step by step and in great detail. Also Operations Order 115-52 was prepared in accordance with Second Air Force Directives.

On 3 June, aircraft KB-29P 44-84119 of the 2d Air Refueling Squadron was involved in an accident on the runway. The accident was caused by the collapse of the nose gear while the aircraft was landing.<sup>6</sup> An investigation was conducted by the Wing Flying Safety Section to determine the causes of the accident<sup>7</sup> and make recommendations to prevent future accidents of this kind from happening in the wing.<sup>8</sup>

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- 6. Appendix VIII, Exhibit A, (Description of accident)
  - 7. Appendix VIII, Exhibit B, (Findings)
  - 8. Appendix VIII, Exhibit C, (Recommendations)

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SUPPLY

June was a more or less routine month for the 2d Bomb Wing supply sections. There were no outstanding shortages of supplies reported except those items mentioned in the "Maintenance" section of this history which caused the increased AOCF rate. The 20th Bomb Squadron reported shortages in a few items of office supplies such as note books, pencils, etc. Shortages of a similar nature were reported by other squadrons also.

Only one new factor entered the supply picture during June. The different supply sections of the squadrons began inventorying and taking stock to determine what supplies are on hand, what supplies are needed, and what supplies are to be taken on the impending TDY movement. The various squadrons are going to a good deal of trouble to insure that supplies will be ready to move when the TDY movement begins. The 96th Bomb Squadron supply section issued packing crates to the different squadron sections to enable them to recheck weight, cubic displacement, and packing lists and manifests for all necessary equipment that each section is responsible for taking on the TDY move. The 20th Bomb Squadron is conducting an inventory of M/E accounts and property in preparation of the movement. This project will require an

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assistant supply officer to sign for M/R property and maintain custody and records for it. Also, the 20th has begun to prepare manifests and packing lists for unit essential equipment (M/R) property to be shipped to the TDX station.<sup>1</sup> The other wing squadrons are in the process of developing plans along these same lines to expedite movement of supplies to be taken on the TDX trip.

In addition to the efforts being made by the separate sections to implement movement of supplies, the wing supply section was also busy planning for the forthcoming TDX. Conferences were held with representatives from Air Materiel Command and in conjunction with them a survey was made to determine the most efficient types of re-usable containers for TDX equipment and the most effective pre-loading plan to expedite the movement of the wing upon deployment. A study was also made of the entire TDX wing. It was estimated that weight and cubage of the TDX wing kits could be reduced approximately 20 per cent by re-packing all TDX wing kits items.

The approved equipment component lists for tactical and maintenance squadrons were received during the earlier

1. Completed histories, 20th Bn Sq & 96th Bn Sq, 2d BW, June 52
2. Report, Dir of Mat, 2d BW, June 52

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part of June. Applicable organizations are now in the process of submitting AF Forms 446 (Issue Slips) for all items not on hand but authorized by the appropriate equipment component lists.

Representatives from the Wing Directorate of Materiel conducted an informal inspection of the Special Weapons Equipment in the Supply Squadron. This inspection revealed that adequate towing equipment for the M-1 Bomb Dolly is not assigned to that organization. It was suggested that a letter be initiated through channels requesting assignment of two towing vehicles to overcome this deficiency.

Training of the ammunition supply personnel in Special Weapons handling has been hampered by the lack of aircraft on which practice loadings can be accomplished. Some training has been accomplished but not enough to meet the standard of effectiveness desired. More aircraft will be available for this purpose after the completion of project "Reliable".

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MAINTENANCE

June was a relatively busy month for the maintenance sections of the 2d Bomb Wing. In addition to the usual maintenance problems and tasks which have been encountered before, there were several other problems tending to cause a large workload for maintenance personnel. First of all was the large number of aircraft sent to Sacramento Air Materiel Area under the remodification program of Project "Reliable". Second was the increase in the AOCF rate for wing aircraft.

For a discussion of the progress made on project "Reliable" as well as problems caused by the concurrent shortage of available aircraft see "Project Reliable" in the Special Projects section of this History.

During the period of this history the aircraft out of commission for parts (AOCF) rate of wing aircraft increased from 2.9 to 3.2 for B-50D aircraft and from 1.8 to 2.2 for KB-29 aircraft.<sup>1</sup> Expressed in a percentage form this is 13.87% of possessed B-50D's and 10.8% of possessed KB-29's. This is an increase of 5.5% for B-50D's and 1.8% for KB-29's over the figures for May. The increased AOCF rate was reported by the 20th Bomb Squadron to be the biggest

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1. Report, Dir of Mat, 2d BW, June 52

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maintenance problem encountered this month.<sup>2</sup> The AOCF rate resulted in a high rate of cannibalization during June. In the wing as a whole there were 212 items cannibalized for B-50 and KB-29 aircraft at a cost of 531 man hours. This costly situation will continue until minimum reserve levels of critical items are furnished this station. The principal items causing the 2d Bomb Wing's rate to increase are as follows:<sup>3</sup>

<u>ITEM</u>	<u>AIRCRAFT AFFECTED</u>	<u>DAYS OUT OF COMMISSION</u>
<u>KB-29P Aircraft</u>		
Star ter, Stock No 4224-2140R12	2	15
Generator Assy, Stk No 4224-2000-3	2	11
Mechanism Assy, Stk No 4616- A05100026-4	2	14
Pump, Stock No 4839-TF2100	2	9
Connector, Stk No 8850-223940	2	15
<u>B-50 Aircraft</u>		
Actuator Assy, Stk No 4278-NEEH-141	4	13
Actuator, Stk No 4224-D2	3	8
Actuator Stk No 4224-D7	3	13
Indicator Stk No 6040-654514-11	2	40
Meter Stk No 2343-AAP325000	1	11

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2. Hist, 20 Bomb Sq 2d BW, June 52  
3. Appendix III, (Wg Monthly Analysis)

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It was pointed out in the Wing Monthly Management Analysis for June that the average number of aircraft AOCIP during June does not reflect a true status of the supply situation of the 2d Bomb Wing.

One of the top maintenance problems facing the 2d Bomb Wing at this time comes from the fact that checks continue to indicate that maintenance Quality Control does not provide an accurate means for measuring quality maintenance performed. Discrepancies between ratings of different forms of the same series, which should be within one percentage point, occur up to seven percentage points, which completely nullifies the rating system as a means of measuring quality.

Use of the A-1 Form for instance might indicate that the aircraft being inspected is sub-standard, while the A-4 Form used on the same aircraft would indicate that the aircraft is in excellent condition. These findings, plus recommendations, have been forwarded in the Monthly Service Test Report of Maintenance Quality Control.

The program of maintenance management was continued and enlarged. While the process of indoctrinating personnel in the program has been slow, it is believed that this program will result in accomplishment of more work with the

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expenditure of fewer man-hours.

The 2d Bomb Wing Maintenance Control section had a relatively busy month. The Maintenance Standardization Team completed writing the Pre-Planned Periodic Inspection Guides with representatives from Second Air Force. The average number of available aircraft for the month was down to approximately twenty and the Standardization team spent most of its time investigating late take-offs.

The service tests initiated some time ago under the provisions of SAC Manuals 66-12A and 66-12B are proceeding satisfactorily although a large number of discrepancies have been found in 66-12B.<sup>4</sup> The 49th Bomb Squadron reports that difficulty has been encountered in the maintenance of the man-hours reports in accordance with SAC Manual 66-12. The difficulty seems to lie around the fact that individuals are not reporting correctly and in sufficient detail the utilization of their time. A program to correct these discrepancies has been initiated with strong emphasis placed on accurate reporting.<sup>5</sup>

In cooperation with the Directorate of Operations, the Wing armament section maintained close follow-up action on establishing calibration charts for ECM equipment, APT-1 and

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4. Report, Dir of Mat, 2d BW, June 52

5. History, 49 Bomb Sq, 2d BW, June 52, p 5

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APR-4. Also during the month inventory of reliablised electronic equipment in flyaway bins was completed as had been directed by higher headquarters and Air Materiel Command (AMC). The reports on this inventory were submitted directly to AMC with an information copy going to Headquarters SAC.

A conference was held between the Wing Staff Armament Officer and representatives from WRAMA on the subject of Unsatisfactory Reports (UR) submitted by this station on bomb sights, and the pneumatic dryer and cartridge assembly used in the B-50D pneumatic system. The conference revealed that Headquarters AMC is attempting to develop a solution to eliminate the deficiencies in the pneumatic system of the B-50D aircraft.

According to the WRAMA representative, no explanation can be given by AMC for the unserviceable bomb sights received at this station. Investigation by AMC revealed that correct maintenance and shipment procedures were being followed at WRAMA. In view of this, a project has been established to maintain a complete and accurate record of all the discrepancies noted on bomb sights received from Base Supply Stock.

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The following is a resume of the tactical type aircraft status for the month of June:<sup>6</sup>

	<u>E-50D</u>	<u>KB-29P</u>
Average number of aircraft possessed:	23.3	20
Average number of aircraft available for flying:	20.1	17.8
Average hours flown per aircraft available:	54.6	35.7
Total flying hours:	1151	614
Average hours flown per possessed aircraft:	47	31.8
Number of engine changes:	12	16
Average hours per engine changed:	259	291
Average hours per installed engine:	229	216
Number of Restricted engines installed on aircraft:	4	
Average number AOCF:	3.2	2.2
Average percent ANFE:	67.1	94.3
Aborts: (in percent)		
General:	1.55	1.02
Radar:	2.8	2.2

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6. Report, Dir of Mat, 2d BW, June 52

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COMMUNICATIONS AND ELECTRONICS

The biggest problem facing the Wing Squadron Communications sections is the projected loss of a number of radio operators in the near future. In view of this and in order to make recommendations to the Director of Personnel on the transfer of radio operators, a survey was made which revealed that in the period from July to December 1952 there will be losses of seven radio operators. These forthcoming losses affecting crews have been brought to the attention of higher headquarters through personnel channels. It is hoped that higher headquarters will accelerate the action in procuring qualified replacements for these anticipated losses in order to keep the 2d Bomb Wing up to TO&E strength and to prevent combat crew regression.<sup>1</sup>

A representative from WRAMA visited the 2d Bomb Wing for the purpose of investigating a UR from this base pertaining to the location of radio antennae on a B-50 aircraft. This UR proposed modification which consists of relocating the communications antenna so that existing interference of incoming radio signals are eliminated. The WRAMA representative stated that he would accept the recommendations for changes of the antenna position and that he would attempt

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1. Appendix III, (Wg Monthly Analysis)

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to secure authority to modify one aircraft for experimental purposes.<sup>2</sup>

Tests were made on the C-47 electronics countermeasures (ECM) trainer and the ground simulator. The results of these tests indicated that the simulator was operating satisfactorily in an east-west direction only. The cause of the unsatisfactory operation in a north-south direction was determined to be improper location of the antennas at the simulator sight. The position of the antennas have been changed and future tests are contemplated. Also on the subject of antennas, the Wing Communications section conducted a proficiency test on the new rhombic antenna in communicating with aircraft on over-water flights. The results of this test were negligible due to extreme ionospheric conditions. It is contemplated that new tests will be made as soon as possible.<sup>3</sup>

During the month Wing Communications published several documents which are directive and informative in nature. Radio Operators information File number 12, Radio Logs, was revised and distributed to all squadrons. Also a new Radio Operators Information File number 14, Special Purpose Frequencies and call signs, was published. Extensive research on the proper marking and handling of outgoing classified documents was conducted. The information which was compiled as a

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2. Report, Dir of Opns, 2d BW, June 52

3. Ibid

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result of this research was published in a condensed form for the guidance of the personnel of this and other sections of the 2d Bomb Wing. A classified directive with instructions for checking the APL-6 (IFF) with Air Defense Command sites as directed by Second Air Force was also published.

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SPECIAL PROJECTS

Project Reliable

The modification of 2d Bomb Wing B-50D aircraft under Project "Reliable" which began in May was continued in June. As of the last day of the month forty-three wing aircraft have been delivered and the remaining two will be delivered to the Sacramento Air Materiel Area (SMAMA) by 15 July 1952. Modification of twenty of the aircraft has been completed and they have been returned to this station.<sup>1</sup>

The loss of aircraft under Project "Reliable" seriously affected the operations program of the 2d Bomb Wing during the month of June. Each of the nineteen aircraft which were delivered to SMAMA during the month was grounded for approximately four days prior to departure to be prepared for delivery and upon the return of the aircraft approximately two days were expended on post flight inspections and 263 checks.<sup>2</sup> The high number of aircraft hours flown on the available B-50 aircraft was accomplished by post flighting aircraft at night in order to fly them as many consecutive days as possible. In carrying out this

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1. Report, Dir of Mat, 2d BW, June 52
  2. Appendix III, Wg Monthly Analysis

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task the term "turn around" became common place and meant that an aircraft upon landing would immediately be prepared for another mission within four hours. This method of post-flight maintenance resulted in inspections being performed after darkness. This is more difficult than ordinary inspections.<sup>3</sup>

The success of this program lies largely with the maintenance personnel and the extra effort that they put forth in the attempt to meet the minimum flying requirements for the month as set forth by the Wing Commander.

#### Project Redhead

In June the 2d Bomb Wing was informed that it would be used during the forthcoming TDY period for experimental purposes to service test the feasibility of aerial re-supply of a wing under combat conditions. This project is to be termed "Redhead" and will involve the re-supplying of combat wings from stockpiles within the zone of interior (ZI) rather than from stockpiles located at overseas points. A full explanation and statement of objectives was not received concerning this project during this month but it is expected that it will reach this headquarters in

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3. Hist, 49 Bomb Sq, 2d BW, June 52

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the early part of July. Project "Redhead" appears to be similar to the way in which the wing was supported while TDY in 1950.<sup>4</sup>

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4. Dir of Mat, 2d BW, June 52

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FACILITIES

On a whole there was little change in regards to facilities at Hunter during June. Recreational facilities remained practically the same but greater stress was placed upon the utilization of these facilities. As a result the swimming pool, tennis courts, and ball fields are in constant use during the off-duty periods of the airmen.

Rehabilitation of the barracks which began on a small scale during May continued during June. Remodeling was begun on several more barracks but the full scale reconstruction will not begin until July after the carnival is over. At that time it is anticipated that every unit will begin remodeling its barracks so that everyone will immediately feel the results of the work put into the carnival.

The Non-Commissioned Officers' (NCO) Club, which has been in a rather shaky position financially for some time, was closed about the middle of the month for redecoration and reorganization. It is estimated by club officials that the club will be re-opened during the first week of July.<sup>1</sup> The remodeling plans call for a redecoration of the cocktail lounge and repainting the interior of the ballroom. According to the new management, a more diversified program of

1. Appendix IV, Exhibit A, (Article from Savannah Airmen)

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entertainment will be offered to the members when the club re-opens.

While the HCO Club is closed for reorganization the Officers' Club is undergoing a remodeling program. The major phases of the program include renovation of the cocktail lounge and installation of an air conditioning unit. Completion of the renovation has been tentatively set for July 4.<sup>2</sup>

Crowded conditions in the base swimming pool led the officers club to rent the Port Wentworth swimming pool located about nine miles from Savannah. The pool will be open from 1000 to 2000 hours daily for the remainder of the summer for members, their families, and their friends. Membership cards sell for \$2.00 each.<sup>3</sup>

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2. Appendix IV, Exhibit B, (Article from Savannah Airman)  
3. Appendix IV, Exhibit C, (Article from Savannah Airman)

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RECREATION AND MORALE

Easily the most outstanding event of the month at Hunter was the opening of the "Hunter Holiday Gasmic Carnival" on 30 June. The successful opening of this event was the result of much hard work and planning on the part of a large percentage of the personnel at Hunter. Everyone, from General Grubbs, Division Commander, to the numerous airmen who helped sell tickets and construct the many booths and concessions for the midway, had an opportunity to contribute toward the success of the carnival. The purpose of the carnival is to build up the Airmen's Improvement and Renovation fund so that the barracks on the base will be made more livable.

Plans for the carnival had been in a more or less preliminary stage prior to June but during this month the base settled down to some real work and as the opening day drew nearer, it became more and more evident that the carnival would be a success. The last report on the progress of ticket sales for the automobile raffle was June 23d on which date the 2d Bomb Wing had sold over \$17,000 worth of tickets or 67.3% of its quota.<sup>1</sup>

The supervision of the carnival was in the hands of a Central Committee headed by Lt Colonel Alfred G. Dahlberg

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1. Appendix V, Article from Savannah Airmen

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of the 2nd Aviation Squadron. The Committee was made up of officers and enlisted men from all units of the base.

The carnival offered several rather unusual attractions. Perhaps the most popular and one of the most profitable was the "Dunk the Wheels" booth. Here, for prices adjusted to their importance, one could dunk into an awaiting pool of water, almost any "wheel" on the base. General Grubbs went for \$1.00 per ball while Wing "wheels" were 75 cents and squadron "wheels" a mere 50 cents. Needless to say, a lot of wheels will be all wet when the carnival closes.

Evidence of the popularity of this and other concessions as well as the cooperation given the event by civilians from Savannah and the surrounding areas appeared in an article in the Savannah Morning News. This article estimated that there were at least 25,000 people to visit the carnival during the first day. The carnival was given national coverage by Life magazine which will have an article in one of its July issues.

Of necessity the softball and baseball programs took a back seat to the carnival during June. This was due mainly to the fact that for about the last two weeks of the month the playing fields were closed to permit the building

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of the carnival projects which were to be located in that area. Nevertheless several games were played during this period on parks located in Savannah.

The base swimming pool which has been the favorite spot of many for several months became even more popular with the announcement that it would remain open until 2000 hours instead of the original closing time of 1900 hours. Also construction was begun on a covered patio which will provide relief for sun-baked swimmers.

Contrary to the secondary role which the inter-squadron baseball program received during the month, the Hunter Air Force Base baseball team played several games and continued on its winning ways. The most important victory was the 6 to 4 defeat of the MacDill Air Force Base team which ended a MacDill winning streak at 15 games.<sup>2</sup> The skeet team, organized last month, had at least one match. They defeated the Forrest City club by a score of 242 to 237.<sup>3</sup>

All in all it is safe to say that morale is at one of the highest peaks that it has reached in quite some time at Hunter. This condition is true mainly through the efforts of the 38th Air Division Commanding General to make Hunter a better place in which to live.

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2. Appendix VI, Exhibit A (Article from Savannah Airman)  
3. Appendix VI, Exhibit B (Article from Savannah Airman)

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MISCELLANEOUS

Intelligence

Like most of the other sections of the wing, the Wing Intelligence section began preparing for the forthcoming TDY movement. After consideration of the difficulties that can be expected at the TDY station due to differences in voltage between this station and the new station, this section has taken necessary steps to convert all future intelligence training from wire recordings to live lectures. Included in the subjects being prepared for the next training cycle are strategic studies of Finland and Turkey, aircraft recognition, and the Union of Soviet Socialist Republics (USSR) submarine warfare.<sup>1</sup>

Wing Intelligence decided upon a change in the schedule of future intelligence training. In the future, intelligence training will be given on a basis of four hours semi-annually instead of the usual eight hours per quarter in the past. Since SAC Regulation 50-7 establishes that the required intelligence subjects will be taught until the crewmen are proficient in them, it is felt that the required proficiency can be better obtained under the new program.

During June it was determined that there was a definite need for some type of pouch or container that could be utilized

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1. Report, Dir of Opns, 2d BN, June 52

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by the crews in transporting their EMP folders on over-water flights. A sample canvas bag was made by a Savannah firm to specifications provided by this section. An actual test drop from an aircraft at approximately 2,000 feet altitude proved the bag was satisfactory for that purpose. Necessary action has been initiated to secure the bags for the wing.<sup>2</sup>

The intelligence training phase of the wing ground training program was completed on 17 June. On that day approximately forty crew members who had missed previous training lectures received their required training.

#### AIRCRAFT SECURITY

During June the 2d Bomb Wing Commander initiated a vigorous program aimed at improving the "security mindedness" of the personnel of the wing who are responsible for the security of wing aircraft. The program inaugurated an "Aircraft Security Competition" for the purpose of finding out the organizations and areas in which specific action must be taken by the wing to implement and improve security measures. The program calls for the sending out by the Wing Commander of "subversive agents" without proper identification to invade tactical and maintenance squadrons at unannounced times.

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2. Report, Dir of Opns, 2d BW, June 52

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posters picturing the results of careless driving may be seen located at carefully chosen sites on the base. For some time the base has been sponsoring a contest to choose the best driver of the week. The winner of each weekly contest receives a one-day pass. Through these and other similar methods Hunter is attempting to be among the top bases in the Strategic Air Command when the results of "Operation Safe-Wheels" are measured and the 2d Bomb Wing is doing its share to make sure that this happens.

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These agents will use any sort of ruse in their attempts to enter the aircraft. The scoring procedure of this competition provides that a squadron will receive -15 points for every aircraft that the agent enters, -10 points for every aircraft with which the agent has 2 minutes physical contact, and -5 points for every aircraft around which the agent loiters for 10 minutes without physical contact. As a reward for alertness the squadrons get 10 points for every secure aircraft and 20 points for every agent apprehended. Early results indicate that the program is getting the desired result of making the personnel of the 2d Wing security minded.<sup>3</sup>

#### Operation Safe-Wheels

The month of June saw the SAC-sponsored "Operation Safe-Wheels" get into full swing at Hunter AFB and in the 2d Bomb Wing. The project was officially opened on May 30th but it was June before it reached full speed. During the month, meetings of Hunter personnel were held which emphasized the necessity for safe and sane operation of vehicles both on and off the base and full compliance with all safe driving rules and regulations. The base has inaugurated a policy of suspension of driving privileges of all personnel convicted of serious traffic violations. A number of large-size

3. Appendix VII, (Ltr Hq 2d Bomb Wg, dtd 14 June 52, Subj: "Aircraft Security Competition")

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LIST OF KEY PERSONNEL

2D BOMBARDMENT WING M

COLONEL JOHN H REYNOLDS  
Commanding Officer

COLONEL WILLIAM H HANSON  
Deputy Commanding Officer

COLONEL EARL R TASH  
Director of Operations

COLONEL OSCAR V JONES  
Director of Materiel

MAJOR THOMAS I GARY  
Director of Personnel

LT COL FLOYD H HAYWOOD, JR  
Commanding Officer  
20th Bombardment Squadron

LT COL WALTER H HEATH, JR  
Commanding Officer  
19th Bombardment Squadron

COLONEL JOHN W GARROLL  
Commanding Officer  
96th Bombardment Squadron

MAJOR GERALD B WILSON  
Commanding Officer  
2d Air Refueling Squadron

LT COL ROBERT D LIPTON  
Commanding Officer  
2d Armament & Electronics Maintenance  
Squadron

LT COL THOMAS H SCHNEBLEY  
Commanding Officer  
2d Field Maintenance Squadron

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✓ LT COL ALFRED G DAHLBERG  
Commanding Officer  
2d Aviation Squadron

✓ MAJOR THOMAS S DAVIS, JR  
Commanding Officer  
2d Periodic Maintenance Squadron

CAPTAIN LUCIUS BEEHE, JR  
Commanding Officer  
Headquarters Squadron

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BIBLIOGRAPHY

WING MONTHLY ANALYSIS

WING MEMORANDUMS

LETTERS

TRAINING

SPECIAL PROJECTS AND REPORTS

Aircraft Accident Report (KB-29P 44-84119)  
ABC Basic Indoctrination Program

UNIT HISTORIES

REPORTS FROM

Directorate of Personnel

Directorate of Materiel

Directorate of Operations

ARTICLES AND CLIPPINGS FROM

Savannah Almanac

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HEADQUARTERS  
38TH AIR DIVISION  
Hunter Air Force Base  
Savannah, Georgia

WMP

16 June 1952

SUBJECT: Redesignation and Reorganization of Units

TO: All Organizations  
38th Air Division  
Hunter Air Force Base, Ga.

1. Reference 2AFPLC 4626 15 June 1952. All Organizations will cite as authority the above TWX and SAC General Order 32, Section V, 16 June 1952, to inactivate, activate or redesignate squadrons as per attached draft of SAC General Order 32, 16 June 1952.

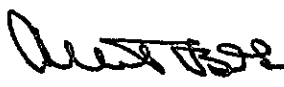
2. SAC General Order will be distributed to all organizations as soon as possible.

BY COMMAND OF BRIGADIER GENERAL GRUBBS:

DISTRIBUTION "D"

/s/Eugene H. Taylor  
EUGENE H. TAYLOR  
WOJG USAF  
Asst Adj General

1 TRUE COPY:

  
ALBERT B. GREEN  
Captain, USAF

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GENERAL ORDERS)

NUMBER 32)

HEADQUARTERS STRATEGIC AIR COMMAND  
Offutt Air Force Base, Omaha, Nebraska  
16 June 1952

REDESIGNATION AND REORGANIZATION OF UNITS

1. Effective 16 June 1952:

a. The units listed below are redesignated as indicated:

Present Designation

New Designation

Hq & Hq Sq, Bomb Wg, Medium  
2, 308

Hq Bomb Wg, Medium  
2, 308

Maintenance Sq  
2, 308

Fld Maint Sq  
2, 308

b. The units listed below are inactivated at Hunter Air  
Force Base, Georgia:

Hq Bomb Gp, Medium  
2, 308

Hq Maint & Supply Gp  
2, 308

Hq & Hq Sq, AB Gp  
2, 308

Comm Sq  
2, 308

Sup Sq  
2, 308

Mtr Veh Sq  
2, 308

Air Police Sq  
2, 308

Food Sv Sq  
2, 308

Instl Sq  
2, 308

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c. The units listed below are discontinued at Hunter Air Force Base, Georgia:

Hq 38th Air Division

Orgnl Maint Sq  
4210, 4308

Armt & Elect Maint Sq  
4210, 4308

Opr Sq  
4210, 4308

d. The units listed below are activated at Hunter Air Force Base, Georgia, and are assigned as indicated:

<u>Unit</u>	<u>T/O</u>	<u>Auth Str</u> <u>OFF AMN</u>	<u>Asgmt</u>
Hq 38th A Div	1-1045P 1 May 52 1 x Part II	10 7	38th ADiv
2d Periodic Maint Sq	1-7165P 1 Jan 52 1 x Part II	5 145	2d Bomb Wg, Medium
308th Periodic Maint Sq	1-7505P 1 May 52 1 x Part	5 195	308th Bomb Wg, Medium
2d Armt & Elect Maint Sq	1-7162P 1 Jan 52 1 x Part II	14 291	2d Bomb Wg Medium
308th Armt & Elect Maint Sq	1-7172P 1 May 52 1 x Part II	9 158	308th Bomb Wg Medium
Hq 804th AB Gp	1-8033P 1 Feb 52 1 x Part II	41 130	804th AB Gp
804th Opr Sq	1-8157P 1 Feb 52 1 x Part II	21 241	804th AB Gp

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<u>Unit</u>	<u>T/O</u>	<u>Auth Str</u>		<u>Asgnt</u>
		<u>OFF</u>	<u>Ann</u>	
804th Sup Sq	1-8160P 1 Feb 52 1 x Part II	14	377	804th AB Gp
804th Mtr Veh Sq	1-8158P 1 Feb 52 1 x Part II	6	254	804th AB Gp
804th AP Sq	1-8035 1 Apr 52 1 x Parts IIB,C; 2 x Parts IIE; 3 x Part IIH; 7 x Part IID	14	449	804th AB Gp
804th Food Sv Sq	1-8015 1 Jan 52 1 x Part IIVA	7	359	804th AB Gp
- 804th Instl Sq	1-8159P 1 Feb 52 1 x Part II	5	297	804th AB Gp

e. The units listed below are reorganized as indicated:

<u>Unit</u>	<u>T/O</u>	<u>Auth Str</u>	
		<u>OFF</u>	<u>ANN</u>
Hq Bomb Wg, Medium 2, 308	1-1171P, 1 Jan 52 1 x Part II	50	108 (each)
2d Avn Sq, Bomb, Medium	1-1963, 1 Jan 52 1 x Part II	22	26
2d Air Refueling Sq, Medium	1-1174P, 1 Jan 52 1 x Part II	90	209
Bomb Sq, Medium 20, 49, 96	1-1173P, 1 Jan 52 1 x Part II	72	193 (each)
Bomb Sq, Medium 373, 374, 375	1-1180P, 1 Jan 52 1 x Part II	61	137 (each)
2d Fld Maint Sq	1-7164P, 1 Jan 52 1 x Part II	8	362
808th Fld Maint Sq	1-7506P, 1 May 52 1 x Part II	8	228
Medical Gp 2, 308	1-9022, 1 Jan 52 1 x Parts, IIAB, IIC	27	98 (each)

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2. Upon activation of the Hq 38th Air Division, the units listed below are assigned, or attached where indicated, to the 38th Air Division:

2d Bomb Wg, Medium  
308th Bomb Wg, Medium  
804th Air Base Group  
9th Crash Rescue Boat Flt  
3d Strat Support Sq (Atchd)

3. Records of the units listed in paragraphs 1a, b, and c, will be disposed of in accordance with paragraphs 37, and 38, AFM 181-5B.

4. a. The above activated and reorganized units, while in the ZI, are authorized UEE as listed in their UPREALs. UPREALs will be prepared based upon the MEAL in accordance with the above T/O compositions. These units, while in the ZI, are authorized additional equipment with this exception: In lieu of the equipment in 20-series ECLs now contained in T/A 1-1, the squadrons to which the following ECLs apply are authorized as T/A 1-1, the squadrons to which the following ECLs apply are authorized T/A equipment the items contained in base support columns thereof.

Bomb Sq, Medium 20, 49, 96	ECL 20-00-30 (15 B-50 each)
Bomb Sq, Medium 373, 374, 375	ECL 20-00-30 (10 B-29 each)
2d Air Refueling Sq, Medium	ECL 20-00-30 (20 KB-29)
Armt & Elect Maint Sq 2, 308	ECL 20-00-20
2d Fld Maint Sq	ECL 20-00-50 (Supporting 45 B-50 and 20 KB-29)
308th Fld Maint Sq	ECL 20-00-50 (Supporting 30 B-29)

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2d Periodic Maint Sq

EGL 20-00-40 (4 E-50 Docks plus  
2 KB-29 Docks)

308th Periodic Maint Sq

EGL 20-00-50 (3 B-29 Docks)

b. The above medium bombardment and air refueling units are authorized retention of present T/O&E equipment until receipt of new UPREALs. Upon receipt of new UPREALs existing T/O&E equipment authorizations are rescinded.

5. Authority: Letter, Department of the Air Force, 322 (AFOMO 809g), Subject: "(Unclassified) Reorganization of Units of Strategic Air Command under the T/O -MEAL System."

BY COMMAND OF GENERAL LEMAY:

DISTRIBUTION:

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5 - CG, WRAMA (ATTN: WRS3) Robbins AFB, Ga.

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